

# MEETING MINUTES

## EMPIRE STATION COMPLEX COMMUNITY ADVISORY COMMITTEE WORKING GROUP

**DATE/TIME:** June 8, 2021 / 4:00pm EST

**SUBJECT:**

**Overview of Draft GPP Planning  
Work**

**WEEK #:** 7

**MEETING LEADER:**

**FX Collaborative and ESD (with  
Vornado)**

*The following minutes prepared by Empire State Development (ESD) are a summary of the meeting and are intended to capture only the main points made in the meeting. Discrepancies should be reported to Gabriella Green at ESD **within three (3) calendar days** of distribution of this document.*

### PARTICIPANTS:

NAME	ORGANIZATION / AGENCY	NAME	ORGANIZATION / AGENCY
Hon. Gale Brewer	Manhattan Borough President	Fred Cerullo	Grand Central Partnership
Shelby Garner	U.S. Congresswoman Carolyn Maloney	Hope Knight	Greater Jamaica Development Corporation
Robert Atturbury	U.S. Congressman Jerrold Nadler	Brook Jackson	Partnership for New York City
Robert Gottheim	U.S. Congressman Jerrold Nadler	Rachel Weinberger	Regional Plan Association
Maia Berlow	NYS Senator Brad Hoylman	Tom Wright	Regional Plan Association
Jacob Priley	NYS Senator Brad Hoylman	Felicia Park-Rogers	Tri-State Transportation Campaign
Dario Quinsac	NYS Senator Robert Jackson	Renae Reynolds	Tri-State Transportation Campaign
Wendi Paster	NYS Assemblyman Richard Gottfried	Tokumbo	New School
Matt Tighe	NYS Assemblyman Richard Gottfried	Shobowale	
Lizette Chaparro	Manhattan Borough President's Office	Marilyn Taylor	University of Pennsylvania
Laurie Hardjowirogo	NYC Councilman Corey Johnson	Simeon Bankoff	Historic Districts Council
Andrew Lassiter	NYC Council	Peter Matusewitch	MTA
Raju Mann	NYC Council	Robert Paley	MTA
Kyle Bragg	32BJ	William Schwartz	MTA
Marrissa Williams	32BJ	Petra Messick	Amtrak
Gary LaBarbera	Building & Construction Trades Council of NY	Ryan Morson	Amtrak
Santos Rodriguez	Building & Construction Trades Council of NY	Craig Shulz	Amtrak
Kevin Finnegan	Labor lawyer, formerly 1199	Sharon Tepper	Amtrak
Christine Berthet	Community Board 4	Kimberly Rancourt	NYC DOT
Paul Devlin	Community Board 4	Jennifer Sta. Ines	NYC DOT
Jeffrey LeFrancois	Community Board 4	Ed Pincar	NYC DOT
Lowell Kern	Community Board 4	Edith Hsu-Chen	NYC Department of Planning
Vikki Barbero	Community Board 5	Josh Kraus	NYCEDC
Layla Law-Gisiko	Community Board 5	Todd Discala	NJ Transit
Clayton Smith	Community Board 5	Joseph Quinty	NJ Transit
Eugene Sinigalliano	Resident Representative	Deniz Onder	FX Collaborative
Basha Gerhards	Real Estate Board of New York	John Schuyler	FX Collaborative
Dan Biederman	34 <sup>th</sup> Street Partnership	Amy Shell	FX Collaborative
Dan Pisark	34 <sup>th</sup> Street Partnership	Toby Snyder	FX Collaborative
		Chi Chen	AKRF

NAME	ORGANIZATION / AGENCY	NAME	ORGANIZATION / AGENCY
Connor Lacefield	AKRF		
Colin Montoute	WXY		
Claire Weisz	WXY		
Judy Kessler	Vornado		
Barry Langer	Vornado		
Carl Weisbrod	Vornado (Consultant)		
Audrey Wilson	Vornado		
Terence Cho	ESD		
Anabel Frias	ESD		
Gabriella Green	ESD		
Holly Leicht	ESD		
Phil Maguire	ESD		
Marion Phillips	ESD		
Angel Santana	ESD		
Rachel Shatz	ESD		
Simonida Subotic	ESD		
Noura von Briesen	ESD		
Jane Wiesenberg	ESD		

**Location:** Zoom

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**Item # Description / Discussion**

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**1. INTRODUCTION AND HOUSEKEEPING MATTERS**

- Marion Phillips, Senior VP of Community Relations at ESD, reminded all attendees to list their full name and affiliation in the Zoom Participant List.
- Marion reminded CACWG members dialing in by phone to alert Angel Santana, Assistant VP of Community Relations at ESD, in order to be admitted to the meeting. In addition, CACWG members who are inviting staff members from their organizations for the first time should alert Angel.
- Gabriella Green, CACWG Facilitator, informed the CACWG that ESD and the Steering Committee have modified the CACWG meeting schedule and adjusted the order of some topics for the remaining meetings. An updated schedule has been posted to Huddle.
- Gabriella announced that AKRF will be attending CACWG Meeting #9 to go over transportation data in response to requests and questions submitted to ESD.

**2. FX/ESD PRESENTATION: INTRODUCTION AND CHALLENGE**

- John Schuyler, Partner at FX Collaborative (“FXC”), explained that tonight’s presentation would give a broad overview of the urban design and planning approach for the Empire Station Complex Project (the “ESC Project”) and show key features of the ESC Project including improvements to the public realm. Over the next three weeks, FXC and other presenters including ESD, MTA and AKRF, will take a deeper dive with the CACWG into the building design, site planning, transit improvements, and public realm components of the ESC Project.
- Penn Station is the busiest transportation facility in the western hemisphere. However, both the above-grade and below-grade areas in and around Penn Station are stressed by tremendous passenger use and pedestrian congestion.
- Despite its location, the area around Penn Station has not reached its full economic potential and as a result is unable to serve a 21<sup>st</sup> century economy.
  - The public realm in the Penn Station area does not adequately serve pedestrians and bicyclists. Lack of street trees, sidewalk disrepair, limited accessibility, lack of seating, limited transit station visibility, unsafe crossings with vehicles, unfriendly street furniture and lack of

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	<p>infrastructure for micro-mobility contribute to an environment where vehicles are prioritized over pedestrians.</p> <ul style="list-style-type: none"> <li>➤ The area around Penn Station also does not support or capitalize on its location next to the western hemisphere's busiest transit hub. The area has outdated zoning, underutilized lots and poor connections and entrances to the below-grade transit network.</li> <li>➤ In addition, much of the building stock is outdated with no new development in the past 30 years. Existing office buildings are on average 87 years old, 50% older than in Midtown East and twice the age of buildings in Times Square. At the same time, the area has half the density of Midtown East and far less Class A office stock, at 20% compared to 90% found in Midtown East and Times Square.</li> </ul> <ul style="list-style-type: none"> <li>• Over the past couple of years, significant public open space and public realm investments have been made in the area west of Penn Station (e.g., High Line, Javits, Pier 76), and connectivity from the Penn Station district to these areas is critical.</li> </ul>
<b>3. <u>FXC/ESD PRESENTATION: EMPIRE STATE VISION</u></b>	<ul style="list-style-type: none"> <li>• Holly Leicht, EVP of Real Estate Development &amp; Planning at ESD, re-introduced the Empire Station Complex ("ESC") vision announced by the Governor in January 2020 to create an inter-connected transportation complex that would bring together the new Moynihan Train Hall, a renovated Penn Station and an expansion of Penn Station. This integrated hub would be supported by the surrounding parcels by creating new pedestrian and transit connections and providing a framework for revitalizing the district and funding the reconstruction and expansion of Penn Station (the "Railroad Projects.")</li> <li>• Since the announcement of the ESC vision, Moynihan Train Hall ("Moynihan") and a new entrance to the Long Island Railroad ("LIRR") have opened to the public.</li> <li>• As discussed during a prior meeting of the Community Advisory Committee ("CAC"), the public realm needs and the impacts from development will be felt beyond the General Project Plan ("GPP") boundaries. Therefore, a critical part of the ESC vision is improving connectivity and capacity for increased pedestrian flows to areas both east and west of the ESC Project area, such as the High Line, Hudson Yards, Javits Center and Herald Square.</li> <li>• The purpose and goals of the ESC GPP are: <ul style="list-style-type: none"> <li>➤ Develop a comprehensive plan to catalyze transit-oriented, mixed-use redevelopment and enhance the public realm around Penn Station, the largest transportation hub in North America</li> <li>➤ Foster economic growth and tax revenues through the creation of jobs and economic activity during construction, and through the provision of modern commercial office space (e.g., more generous column spacing, larger ceiling heights, upgraded mechanical systems) and new mixed-income housing to accommodate New York City's long-term growth</li> <li>➤ Support the reconstruction and expansion of Penn Station through an integrated network of at- and below-grade transit and pedestrian improvements</li> <li>➤ Establish a framework to generate revenue for the reconstruction and expansion of Penn Station and other transit and public realm improvements</li> </ul> </li> </ul>
<b>4. <u>FXC/ESD PRESENTATION: DISTRICT COMPARISONS</u></b>	<ul style="list-style-type: none"> <li>• This GPP, like that of the World Trade Center, lays out a master plan for a long-term buildout. It establishes an overall general vision for the area with parameters and controls for uses, densities and open space. These parameters and controls are found in the Design Guidelines ("DGs") of the GPP.</li> <li>• A GPP does not show or dictate a specific architectural or landscape design. All images shown in tonight's presentation are illustrative. The detailed design of buildings and spaces will be established as those buildings and spaces are constructed over time. For example, the design of the World Trade Center towers has evolved considerably over the 20 years since basic massings were included in the original World Trade Center GPP.</li> </ul>

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	<ul style="list-style-type: none"> <li>• The ESC GPP is a focused redevelopment that serves more transit passengers than other rezoning efforts in New York City (the “City”).</li> <li>• Compared to the World Trade Center GPP and the Midtown East Rezoning, the area of the ESC GPP is small and targets only eight sites rather than a broad stroke rezoning of an entire district. In addition, the overall net new 9.4 million square feet (“SF”) of density at ESC is lower than that of the World Trade Center GPP and Midtown East Rezoning.</li> <li>• Transit-oriented development is an efficient use of resources and promotes sustainable economic growth. Recent examples of growth and density around transit hubs include the Midtown East Rezoning around Grand Central Terminal and development around Transbay Terminal in San Francisco.</li> <li>• The densities proposed in the ESC GPP are consistent with recent rezonings in the City including Hudson Yards and Midtown East.</li> <li>• Despite being a transit-rich area, there is limited connectivity to the below-grade transit network in the Penn Station area. At the same time, the number of daily commuters using Penn Station is expected to rise from 600,000 passengers to 890,000 passengers by 2038. The ESC GPP helps address this challenge by creating an expanded below-grade network for the transit system that will connect to multiple new street-level entrances, supporting the Penn Station area’s sustainable growth.</li> </ul>

## 5. **FXC/ESD PRESENTATION: MASTERPLANNING PROCESS**

- Phil Maguire, VP of Design & Construction Management at ESD, described the collaboration among ESD, NYC Department of City Planning (“DCP”), NYD Department of Transportation (“DOT”) and the railroad partners (Amtrak, MTA, and NJ Transit or the “Railroads”) that has occurred since April 2020 for the ESC Project.
- DCP provided the following guidance on density and building form:
  - DCP supports high density development paired with transit and public realm improvements.
  - Developments should appropriately distribute bulk, contribute to a varied skyline, and respond to the surrounding density and zoning context when considering:
    - Base height
    - Tower height
    - Distribution of bulk and density
    - Pedestrian experience
- In addition, DCP and DOT provided guidance on public realm improvement priorities such as sidewalk widenings, shared streets, bicycle and pedestrian improvements and recommended locations for these improvements in the Penn Station area.
- Lastly, ESD has been in close coordination with the Railroads on public transit improvements such as new entrances to the below-grade transit network.
- Overall, ESD and FXC have closely worked with DCP, DOT, and the Railroads for over a year to shape the GPP and DGs.
- The ESC GPP also builds upon work that was previously approved by the City for Vornado’s work at Site 7 (Hotel Pennsylvania) and in the Moynihan GPP for Site 4 (Penn West).
- Carl Weisbrod, consultant for Vornado and former Chair of the City Planning Commission, stated that the City and State have long had a strategy to expand the Midtown central business district from east to west, and the Penn district has been the missing “hole in the donut.” This approach goes back at least to the Lindsay administration and has been quite consistent since then. The East Midtown rezoning was part of that broad strategy. Hudson Yards and the addition of commercial density around Penn Station target building capacity from where current and future job and commuter growth is coming: west of the Hudson River (i.e., northern New Jersey).
- Barry Langer, Executive Vice President of Development at Vornado, described renovations and improvement work currently being undertaken by Vornado and public partners in the Penn Station area:
  - Vornado is the private development partner for Moynihan and recently delivered the office space to its main tenant, Facebook.

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	<ul style="list-style-type: none"> <li>➤ Vornado is undertaking a \$400 million renovation of 1 Penn Plaza. This renovation will bring new retail spaces and storefronts and will renovate the plaza and create a new entrance to Penn Station on 34<sup>th</sup> street with two new escalators and an ADA elevator. Vornado has also been working with MTA to widen the LIRR concourse into the basement, doubling the width of the concourse and producing 18-foot ceilings.</li> <li>➤ Vornado is beginning renovation work at 2 Penn Plaza. This renovation will rebuild the plaza in front of the building and will also rebuild an entrance on 32<sup>nd</sup> Street primarily used by Amtrak customers with a new escalator and ADA elevator.</li> </ul>
	<ul style="list-style-type: none"> <li>• In addition to guidance from City agencies and the Railroads and previously approved work, the ESC GPP also reflects time-tested planning principles and zoning and bulk controls including: <ul style="list-style-type: none"> <li>➤ Zoning precedents and comparable district plans</li> <li>➤ Locations of transit, entrances and connections</li> <li>➤ Public space allocation</li> <li>➤ Ground floor controls</li> <li>➤ Base heights and setbacks</li> <li>➤ Program, use and density</li> <li>➤ Tower controls</li> </ul> </li> <li>• The guiding vision FXC embraced in the ESC GPP is to improve the Penn Station district's connectivity to surrounding neighborhoods, the city, and the region at large by: <ul style="list-style-type: none"> <li>➤ Improving access to transit and the quality of the commuting experience</li> <li>➤ Improving the quality of the public realm throughout the district; and</li> <li>➤ Creating a world class high-density transit integrated development.</li> </ul> </li> <li>• In addition to improving and increasing connectivity within the Penn Station district, the ESC Project will improve connectivity to the east and west of the ESC Project area from Herald Square to the High Line, Hudson Yards, the Javits Center and Pier 76.</li> </ul>

## 6. **FXC/ESD PRESENTATION: KEY DISTRICT IMPROVEMENTS – PUBLIC REALM**

- The GPP proposes to create six acres of new pedestrian space through shared streets, new and protected bicycle lanes, sidewalk widenings, and a major new public open space.
  - The GPP proposes a half-mile pedestrian-prioritized corridor that will go from Sixth Avenue to Ninth Avenue consisting of shared streets and Plaza 33. In addition to the new pedestrian space, more visible entrances to the below-grade transit network will be created.
  - The GPP also proposes a shared street with widened sidewalks on 32<sup>nd</sup> Street between Sixth and Seventh Avenues. DOT has already eliminated one lane of traffic on this portion of 32<sup>nd</sup> Street as a pilot before full conversion to a shared street.
  - As part of the GPP, sidewalks would be widened throughout the district, and new protected bicycle lanes would be added.
    - For example, the sidewalks on Seventh Avenue are about 20 feet wide, of which 13 to 14 feet can be used by pedestrians with the remaining width occupied by seating and other sidewalk furniture. Under the GPP, the sidewalks along Seventh Avenue would be widened by 15 feet, effectively doubling the amount of space available to pedestrians and additional planting, landscaping and seating.
    - Along 31<sup>st</sup> Street between Seventh and Eighth Avenues adjacent to the proposed Penn Expansion, the sidewalks would be widened from about six feet of pedestrian circulation zone to almost 20 feet.
  - The signature new open space proposed in the GPP is a 30,000 SF public open space that would break up the current superblock on Block 780 between Seventh and Eighth Avenues and 30<sup>th</sup> Street to 31<sup>st</sup> Street. This new public open space would be integrated with the Penn Expansion and is comparable in size to Rockefeller Plaza and Zuccotti Park.

## 7. **Q&A AND COMMENTS**

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•	<p>Manhattan BP Gale Brewer</p> <ul style="list-style-type: none"> <li>➤ The open space on Block 780 shown in the presentation does not seem big enough or seem to receive enough sunlight. The open space at ESC should not be solely concrete and should be large enough for programming and amenities. The redone plaza at Lincoln Center is a good example of what the open space at ESC should aspire to be. <ul style="list-style-type: none"> <li>○ As explained by John Schulyer, FXC has been the master planner for ESC Project area and all renderings shown in the presentation are illustrative. ESD has brought on Claire Weisz of WXY to assist with more detailed thinking about the public realm and how the spaces may be used and connected. The CACWG discussion on the public realm was delayed to Week 10 to give Claire more time to hear feedback from the CACWG and incorporate it into the next level of planning.</li> </ul> </li> </ul>
•	<p>Paul Devlin, CB4</p> <ul style="list-style-type: none"> <li>➤ Community Board 4 agrees that more density is appropriate around transit centers like Penn Station. However, the ESC project, as shown, does not provide sufficient connections to the surrounding areas. For example, the ESC Project needs to provide better connectivity to Midtown East and the Port Authority Bus Terminal (“PABT”).</li> <li>➤ The ESC Project is also inconsistent with recent developments and is out of context with the surrounding community. As shown in the presentation, the largest floor-area-ratio (“FAR”) in the Midtown East Rezoning is 30, while the ESC GPP proposes a maximum FAR of 33. In addition, the ESC Project does not have enough open space for the community and prematurely defines Class A office space as the most appropriate use, when other uses may better serve the surrounding community.</li> </ul>
•	<p>Christine Berthet, CB4</p> <ul style="list-style-type: none"> <li>➤ Can you break down the six acres of pedestrian space shown on slide 33 by plaza space, widened sidewalks, etc? <ul style="list-style-type: none"> <li>○ This will be discussed during CACWG Meeting #10 when the public realm will be discussed.</li> </ul> </li> <li>➤ The ESC plans need to give more attention to the pedestrian traffic west of Penn Station. The increase in the number of commuters on the west side is projected by the ESC Draft Environmental Impact Statement (“DEIS”) to be larger than the increase on the east side, but the DEIS lacks mitigation strategies for the pedestrian congestion on the west side. Sidewalk widenings will not be enough to relieve the congestion. The ESC Project needs to include more pedestrian zones particularly on 31<sup>st</sup>, 32<sup>nd</sup>, and 33<sup>rd</sup> Streets between Seventh, Eighth and Ninth Avenues. <ul style="list-style-type: none"> <li>○ ESD is proposing the “shared street” concept as mitigation for pedestrian congestion because shared streets could essentially act as vehicle-free pedestrian zones and only allow limited access for loading or emergency services such as access for the nearby fire station. In addition, DOT supports shared streets and has studied them in the past for the Penn Station area.</li> <li>○ ESD is working with Friends of the High Line on projecting the number of commuters that would be diverted from at-grade streets to the High Line Connector and found that number to be significant (this data will be shared with the CACWG when finalized). This is not the only solution, but this separate project is an important component of the overall strategy to relieve congestion.</li> </ul> </li> <li>➤ Where will the bike stations and taxi stations be located, and where will MSG operate on 33<sup>rd</sup> street and 8<sup>th</sup> avenue? <ul style="list-style-type: none"> <li>○ The locations of bike stations and taxi stations will be discussed during CACWG Meeting #10 when the public realm will be discussed.</li> </ul> </li> </ul>
•	<p>Marilyn Taylor, UPenn</p>



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	<ul style="list-style-type: none"> <li>➤ The diagrams showing the public realm need to show the public indoor spaces in addition to outdoor public spaces. <ul style="list-style-type: none"> <li>○ ESD and FXC are planning to present diagrams in future CACWG meetings that better show the public indoor spaces and integration of the indoor/outdoor public realm.</li> </ul> </li> <li>➤ The rendering of 32<sup>nd</sup> street on slide 37 seems to show a heavily congested street. The renderings should be more careful about representation of what we want the streets to look like in terms of pedestrian flow management.</li> <li>➤ We need to better understand both quantitatively and qualitatively the pedestrian flows in and around Penn Station. We need to know how many people and commuters will be entering and exiting the station, where and how they will be distributed in and around the station, how much sidewalk is needed to meet the pedestrian capacity needs, and where they will travel. <ul style="list-style-type: none"> <li>○ AKRF will be presenting further information and data on pedestrian flows and counts during CACWG Meeting #9.</li> </ul> </li> </ul>
• Jeffrey LeFrancois, CB4	<ul style="list-style-type: none"> <li>➤ The plans shown today reflect outdated planning principles and are disappointing in their lack of innovation and reach. For example, the plan to widen sidewalks is not enough. We need to think about restructuring the roadways as well. In addition, the 30,000 SF pedestrian plaza does not feel large enough in scale when compared to 19 million square feet of development. Will the CACWG be able to provide feedback and input such as this on the planning and design? <ul style="list-style-type: none"> <li>○ The purpose of today's presentation was to show the CACWG the planning and design work that ESD and FXC has done to date for the exact purpose of getting feedback and input. Future CACWG sessions will show more detailed plans and give the CACWG future opportunities to provide feedback.</li> </ul> </li> </ul>
• Basha Gerhards, REBNY	<ul style="list-style-type: none"> <li>➤ The public realm spaces should inspire people going in and out of the station and office buildings. The ESC Project plans need to provide more detail on connectivity and look at the pressure points for congestion as opportunities to add more public above-grade, below-grade and indoor space with an eye towards thinking about how that will impact the building streetscape. <ul style="list-style-type: none"> <li>○ Future CACWG sessions will show more detailed plans and take a deeper dive into urban design, public transit improvement, and public realm.</li> </ul> </li> </ul>
• Dario Quinsac, Sen. Jackson	<ul style="list-style-type: none"> <li>➤ Can we have a breakdown of the FARs by use (e.g., residential FAR, commercial FAR)?</li> <li>➤ Can some of the ground floors of the proposed buildings have arcades to expand the public realm? <ul style="list-style-type: none"> <li>○ Both of these questions will be discussed during CACWG Meeting #8.</li> </ul> </li> </ul>
• Robert Atturbury, Congressman Nadler	<ul style="list-style-type: none"> <li>➤ Where will the entrance for Madison Square Garden ("MSG") be located after Penn Reconstruction is completed? <ul style="list-style-type: none"> <li>○ As part of the Penn Reconstruction plans, the bridge over the taxiway connecting 2 Penn Plaza and MSG would be rebuilt and become an open structure going through the train hall under the new skylight that would be built over the train station. The bridge would be a relatively minor obstruction, and significant daylight would still enter the train station through the new skylight.</li> </ul> </li> <li>➤ Will MSG continue to do its loading and unloading on 33<sup>rd</sup> Street and if so, where on 33<sup>rd</sup> Street? The pedestrian plaza shown on slide 35 does not show any loading activities. <ul style="list-style-type: none"> <li>○ The plans for a shared street on 33<sup>rd</sup> Street between Seventh and Eighth Avenues envision a fully pedestrianized street with access for loading on the western half of the street during certain hours. In addition, to balance the loading needs with the</li> </ul> </li> </ul>

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	<p>pedestrian traffic, Vornado will limit the hours for loading on 33<sup>rd</sup> Street to 1 Penn Plaza. Vornado will continue to maintain Plaza 33, built in partnership with Community Board 5, as a fully pedestrianized public space, for which the redesign is being reviewed by New York City Public Design Commission and DOT. In partnership with MTA, Vornado recently completed a new subway entrance on 33<sup>rd</sup> Street and is supporting the current reconstruction of the LIRR concourse underneath 33<sup>rd</sup> Street.</p> <ul style="list-style-type: none"> <li>○ DOT currently allows MSG to unload and load its trucks on 33<sup>rd</sup> Street. As part of the Penn Station Master Plan “single-level alternative”, off-street loading for MSG would be created under the new MSG entryway bridge and Penn Station itself, moving the MSG trucks off the shared street.</li> </ul> <ul style="list-style-type: none"> <li>● Raju Mann, NYC Council <ul style="list-style-type: none"> <li>➤ Overall, the ESC Project plans need to better prioritize and think more broadly about the public realm and public spaces. Improvements to Herald Square should be part of the GPP.</li> <li>➤ In comparison to the scale of the new station at Penn Expansion, it does not seem like taking away only one lane of vehicular traffic on 31<sup>st</sup> Street is enough. Can there be an allocation in the Gateway Program budget for public space? <ul style="list-style-type: none"> <li>○ Because public space improvements for ESC are part of the ESC GPP, the funding for these public space improvements will be identified as part of the GPP process.</li> </ul> </li> <li>➤ In the GPP, the sidewalk widenings will be contingent on the development of the buildings. We need more certainty on if and when sidewalk widenings will happen to ensure they’re integrated. <ul style="list-style-type: none"> <li>○ Barry Langer informed the CACWG that Vornado has been working with DOT to widen the sidewalks on the west side of Seventh Avenue between 31<sup>st</sup> and 34<sup>th</sup> Streets. Ed Pincar, DOT Manhattan Borough Commissioner, stated that DOT is supportive of more sidewalk widenings.</li> </ul> </li> <li>➤ We need to understand and design for the public realm first so that the public realm informs the density rather than the reverse.</li> </ul> </li> <li>● Dan Biederman, 34<sup>th</sup> Street Partnership <ul style="list-style-type: none"> <li>➤ The 34<sup>th</sup> Street Partnership (“34SP”) has decades of experience managing Herald Square, Greeley Square, plazas on 33<sup>rd</sup> Street, and other public spaces in the 34<sup>th</sup> Street corridor. Recently, 34SP has increased programming at these spaces and security through its own private security detail and more NYPD presence to remove public safety hazards such as crime and drug use. While 34SP supports the increased density around Penn Station, it does not feel that a new public plaza on 31<sup>st</sup> Street should be part of the ESC plan because these spaces are increasingly challenging to secure and manage.</li> </ul> </li> <li>● Eugene Sinigalliano, Resident Representative <ul style="list-style-type: none"> <li>➤ If homes are to be displaced, this needs to be a truly ambitious plan. That includes requiring a public open space on 31<sup>st</sup> Street and doing more to improve the public realm.</li> <li>➤ The ESC Project GPP needs to address better how the project will provide community services and services for the homeless.</li> <li>➤ The presence of MSG truck loading and unloading needs to be contained. Currently, some of MSG’s trucks go on the sidewalk, blocking pedestrians from walking along the sidewalk.</li> </ul> </li> <li>● Tokombo Shobowale, New School <ul style="list-style-type: none"> <li>➤ Other train stations around the world with less daily passenger volume than Penn Station have large amounts of public space in the surrounding public realm so that people can efficiently move around (e.g., St. Pancras and King’s Cross in London and Amsterdam Central Station).</li> <li>➤ We need to see data on pedestrian flows, volumes and distribution to better understand whether the proposed public realm and public transit improvements will be enough to handle projected capacity increases in the near and far future.</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>○ AKRF will be presenting further information and data on pedestrian flows and counts during CACWG Meeting #9.</li> <li>➤ The various City and State transportation and planning agencies need to show data on how commuters will travel from Penn Station by walking, cycling, and bus and what conflicts may arise from the multi-modal nature of commuter travel. <ul style="list-style-type: none"> <li>○ AKRF will be presenting further commuter data broken down by rail, subway, pedestrian, and auto during CACWG Meeting #9.</li> </ul> </li> </ul>
•	Christine Berthet, CB4 <ul style="list-style-type: none"> <li>➤ The DEIS only discusses pedestrian traffic flow generated by the new buildings and not the Railroad Projects. As a result, the analysis and mitigations described in the DEIS do not cover impacts generated by the increased number of passengers traveling through Penn Station. We need to get a more complete picture of the pedestrian and commuter volumes to ensure that the mitigation strategies will be enough to handle the increased volumes. <ul style="list-style-type: none"> <li>○ AKRF will go over data in response to questions at a future CACWG meeting, and it will be posted to Huddle.</li> <li>○ The growth projections provided by the future are projections for both today and the future.</li> </ul> </li> </ul>
•	Layla Law Gisiko, CB5 <ul style="list-style-type: none"> <li>➤ The ESC Project is not a comprehensive plan. It does not cover a large enough district, address all of the issues currently existing in the district or generate enough benefits for the community. Community Board 5 is in favor of upzoning the Penn Station area, but the community is sacrificing too much for not enough benefits.</li> <li>➤ Historic assets need to be evaluated for preservation in the ESC Project plans. The plans do not recognize the value of the historic buildings in the ESC Project area.</li> <li>➤ The ESC Project needs to better address the congestion and traffic caused by MSG loading. The various agencies who have jurisdiction (e.g., DOT, MTA, Amtrak) need to devise a solution to the problems caused by MSG loading.</li> <li>➤ The area under analysis needs to be expanded. For example, Macy's proposed new development and upzoning needs to be included in the DEIS analysis. <ul style="list-style-type: none"> <li>○ The Final Environmental Impact Statement for ESC will take into account the Macy's proposal.</li> </ul> </li> <li>➤ The ESC Project plans need to include more open space. The construction of open space should not play "catch-up" years after the buildings have completed construction. The GPP is also taking away some open space by removing some of the publicly owned private spaces ("POPS") on Sites 4 and 5.</li> <li>➤ The views of the Empire State building need to be protected.</li> </ul>
•	Felicia Park-Rogers, TSTC <ul style="list-style-type: none"> <li>➤ TSTC encourages the inclusion of a larger plaza for the planned 31<sup>st</sup> Street plaza on Block 780 that is welcoming and usable by the community and does not primarily serve as a walkway.</li> <li>➤ Have you thought about connectivity from ESC to PABT? <ul style="list-style-type: none"> <li>○ ESD has been in discussions with DOT on DOT's operational plans to widen the sidewalks and install protected bicycle lanes on Eighth Avenue, including the area between ESC and PABT.</li> </ul> </li> <li>➤ Who will pay for the reconstructed skyway entering MSG? <ul style="list-style-type: none"> <li>○ Cost sharing for the MSG skyway is still being negotiated.</li> </ul> </li> <li>➤ Will the future developers have community benefits agreements for social services and services for the homeless?</li> </ul>

Item #	Description / Discussion
	<ul style="list-style-type: none"> <li>○ As mentioned at CACWG Meeting #6, ESD has had several discussions with the Oliveri Drop-In Center on its service needs and future relocation.</li> <li>○ In early 2021, Vornado partnered with Breaking Ground to provide outreach services for the homeless in the Penn Station area to supplement the work done by 34SP and Macy's. Vornado is funding, at its own expense, a dedicated homeless outreach team in the 34<sup>th</sup> Street corridor between Sixth and Ninth Avenues to provide support services for the homeless population in the area.</li> </ul>
<b>8. <u>POST-CACWG FOLLOW-UP</u></b>	
	<ul style="list-style-type: none"> <li>● Basha Gerhards, REBNY <ul style="list-style-type: none"> <li>➤ With congestion pricing what is the estimated reduction in traffic movement on the east west corridors? <ul style="list-style-type: none"> <li>○ This will be discussed during CACWG Meeting #9 when public transit improvements will be discussed.</li> </ul> </li> <li>➤ What is the potential to remove additional lanes or an entire street, i.e., 31st or 32nd? <ul style="list-style-type: none"> <li>○ This will be discussed during CACWG Meeting #10 when the public realm will be discussed.</li> </ul> </li> </ul> </li> </ul>
<b>9. <u>CONCLUSION</u></b>	
	<ul style="list-style-type: none"> <li>➤ Marion Phillips closed CACWG #7.</li> </ul>